FEDERAL AVIATION AGENCY

REGION TWO

# SCANNER

SEP 25 1959

SEPTEMBER 1959

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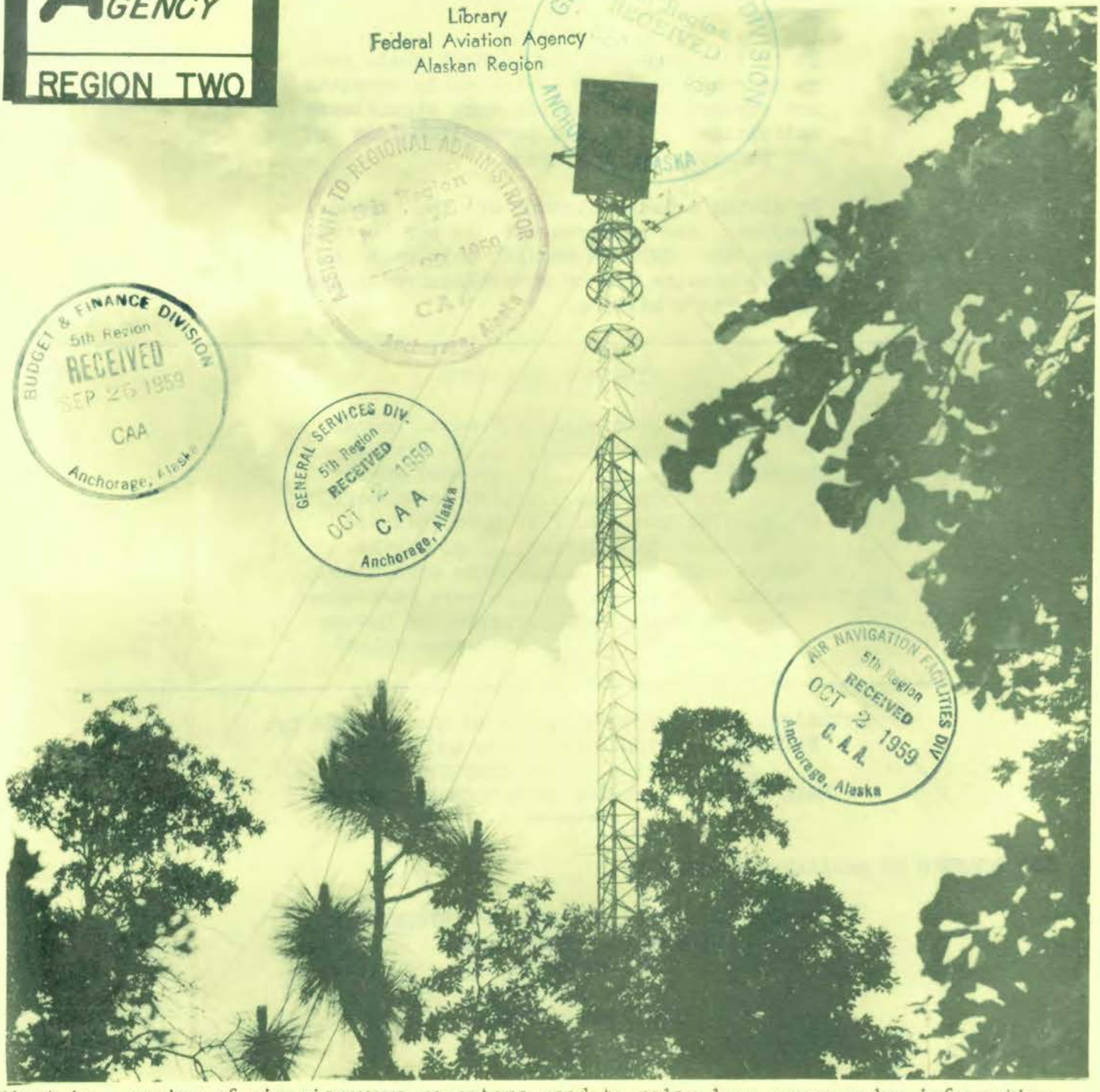

BUDGET & FINANCE DIVISION 5th Region RECEIVED SEP 26 1959 CAA Anchorage, Alaska

GENERAL SERVICES DIV. 5th Region RECEIVED OCT 2 1959 CAA Anchorage, Alaska

AIR NAVIGATION FACILITIES DIV. 5th Region RECEIVED OCT 2 1959 C.A.A. Anchorage, Alaska

First in a series of six microwave repeaters used to relay long range radar information from our radar antenna at Montgomery, Alabama to the FAA ARTC Center at Atlanta. Photo by Jack Campbell, our electronic project engineer for microwave links.

FAA REGION TWO

S C A N N E R

Volume 2 Issue 9

SEPTEMBER 1959

The SCANNER is dedicated to the publishing of interesting happenings both within and outside FAA Region Two that affect the agency.

It is intended that the SCANNER shall carry to every employee a reasonably complete and current story of the more significant activities, plans, and accomplishments of our programs and employees.

By giving a broad picture of the trends, projects, and achievements in our operations, the SCANNER should help each employee acquire a more comprehensive sense of the FAA's mission.

DIVISION REPORTERS

Air Carrier Safety.....Frances Morgan
Airports.....J. H. Monroe
Aircraft Engineering.....Everett Morris
Personnel.....Johnie Withers
Air Traffic Control.....Beth Skidmore
General Safety.....J. J. Werbke
Budget and Finance.....Gale Pennington
Air Navigation Facilities.....Bonnie Buckingham
General Services.....Avanelle Dawson
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September 1959

To My Fellow Teammates:

In the creation of the basic concepts of the Federal Aviation Act of 1958, the Congress deemed that, at last, aviation had come of age, and that the time was ripe for an independent, authoritative agency with broader philosophies than predecessor governmental aviation organizations.

One of the broad basic philosophies was that the new agency should not concern itself solely with civil aviation alone, but should embrace the concept of a partnership with military organizations. In fact, the very name "Federal" Aviation Agency reflects this broader position--the dropping of the restrictive term "Civil" and substituting "Federal" strongly shows us what our mandate from Congress really is.

We all know that among customers for many of our services, the military has played a leading role. Our air navigation aids and our air traffic control facilities are used extensively by military aircraft--up to 50% of our enroute instrument control capabilities have been utilized by military aircraft.

In the past, these services were performed and directed by civilians with the military forces in the role of "customer." Today, under the new FAA concept, the military has joined us as full partners as well as customers.

This mutual association has been informally termed "Operation Friendship."

This, I believe, is a good name that appropriately sets the stage for an association that's sure to operate to the joint benefit and development of all aviation, both civil and military.

Today we have officers from the principal military services assigned to our various FAA bureaus and offices at the Washington level; it is anticipated that, in the future, we will have military officers joining us in the region.

These officers are assigned to the FAA, are on the FAA payroll, and are not direct representatives of their particular service branch. During their tour of duty, they will function in behalf of the FAA, and not their service organization.

Deputy FAA Administrator Jimmy Pyle, speaking in Greensboro, N. C., in July, aptly put it when he said, "We thought we might possibly get some military deadbeats who had been at parade rest for 15 years, but they have sent us outstanding, capable men."

With these men of personal capability, background, and experience our agency can do nothing but benefit and grow in influence and in worthwhile work. The focusing of their judgment and integrity on our joint problems is sure to result in a fine national aviation system, both in the defense of our country and in our economic growth and stability.

We should all look forward to "Operation Friendship" with pleasurable anticipation.

H C Whitlow

Regional Administrator

Wedding bells rang again around the McHam household. Sandy, daughter of our Deputy Division Chief, D. E. McHam, was married August 7th to Veon Scott. They will make their home in Abilene, Texas where Veon is a senior at Abilene Christian College. This is the second income tax exemption Mr. Mac has lost this year.

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ATC Division personnel receiving certificates of commendation and monetary awards recently were: Frank C. Cogdell and William R. Norton of the Houston, Texas Tower for their special act or service on April 26, 1959 in assisting a pilot who had become seriously ill to reach a point where emergency equipment was readily available. Those receiving Sustained Superior Performance Awards were: Jeff D. Wright, Jr., Bernadine G. Dykes and William E. Elliott of the Dothan, Ala. Station; William B. Wheeler, Donald J. Richardson of the Knoxville, Tenn. Tower; Helen H. Schu, New Orleans Center; Melba A. Gregory of the Memphis, Tenn. Center; Irma W. Miles, Oklahoma City Rapcon/Twr; and Kenneth I. Schwinger, Miami Twr.

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Elmer Addington, former Airspace Utilization Officer, left the RO recently to accept the ADLO position at "Oke City." We wish you the best of luck, Elmer, and we shall certainly miss you.

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SAVE WISELY!

Deposit regularly in your Credit Union.

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PROBLEMS INVOLVED IN THE MIXTURE OF IFR AND VFR TRAFFIC by
Herman G. Reyenga, FW-523

The efficient control of mixed IFR and VFR traffic is one of the greatest challenges facing the controller today. Control techniques have improved through the years, and we now have reached the point where most control towers can saturate an airport with aircraft when weather conditions are below VFR minimums.

When marginal weather exists, some of the aircraft arriving and departing the terminal area choose to fly VFR and others file for or retain IFR clearances. When this condition prevails, the controller has quite a task to perform. He cannot show preference over either type of operation, that is aircraft that are operating IFR or VFR. IFR traffic is sequenced by radar or by radio fixes and even though the weather is such that the pilot can proceed to the airport under visual conditions, in many cases pilots do not elect to cancel their IFR flight plan. However, the controller is obligated to handle the IFR and VFR traffic on the first come-first served basis. In many instances, a pilot who is operating in visual conditions, but has not cancelled his IFR clearance, feels that he should be given priority over aircraft operating VFR which tends to induce a potential hazard. The primary means of separation for the above mentioned condition depends upon the controller's ability to see the aircraft involved, his judgment and technique for employing the appropriate plan

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POSITIVE CONTROL is a service provided by air traffic control in designated controlled airspace whereby air traffic control provides positive separation regardless of weather conditions.

for execution. Mixed IFR and VFR traffic becomes more difficult when the weather drops below the basic VFR minimum. When this condition occurs, the controller is faced with providing standard IFR separation for both types of operation. Since the VFR pilot is not required to have knowledge of instrument flying techniques, his sole means of navigation under this condition is by visual reference to the ground. Therefore, controller personnel must know and be familiar with all the prominent land marks which a VFR pilot may be cleared to conduct his flight over in order to maintain separation as necessary from aircraft operating on instruments.

In summary, it is believed that the inner-mixture of VFR and IFR traffic presents a day-to-day problem requiring maximum skill to insure safety.

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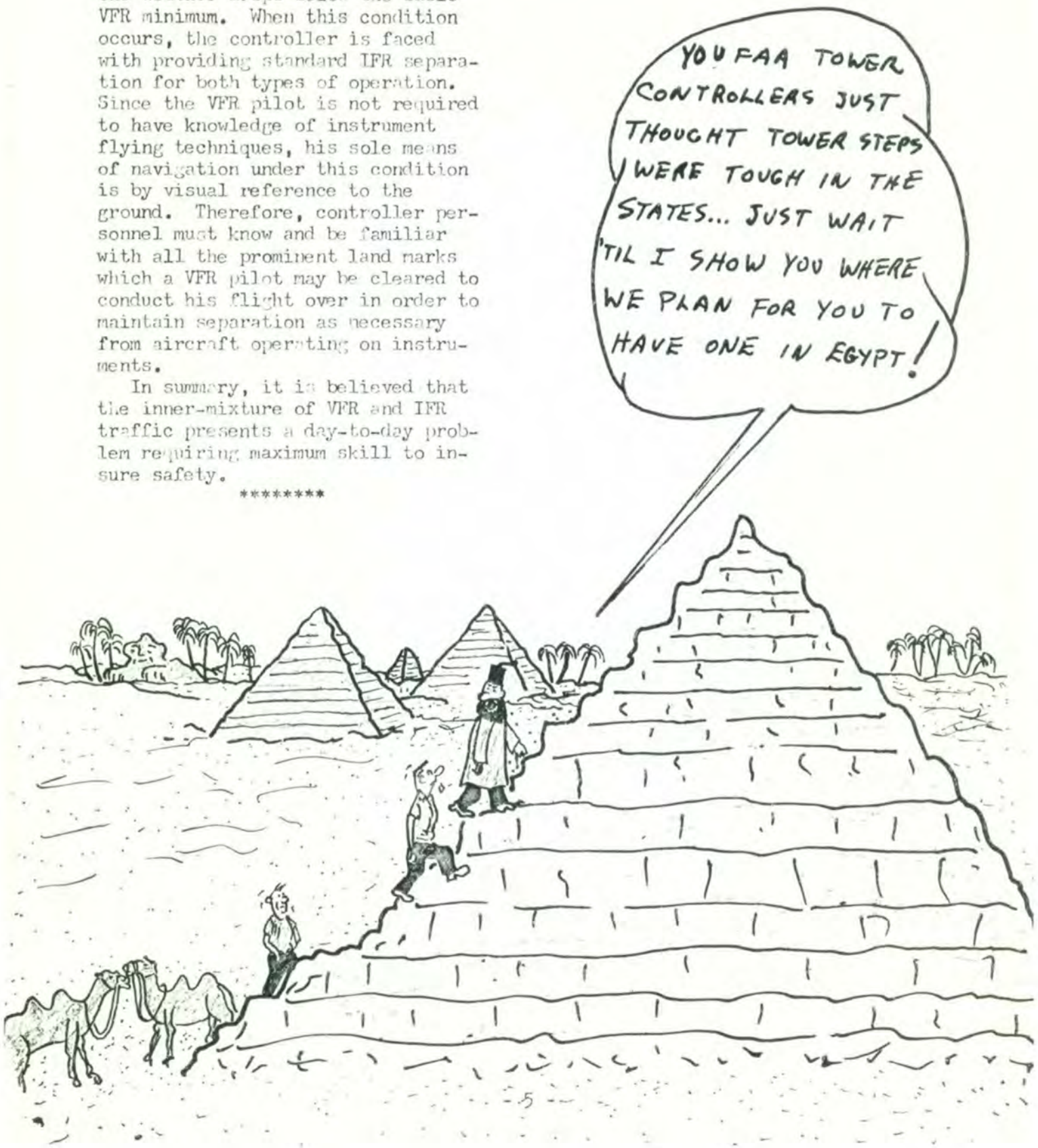
YOU FAA TOWER CONTROLLERS JUST THOUGHT TOWER STEPS WERE TOUGH IN THE STATES... JUST WAIT 'TIL I SHOW YOU WHERE WE PLAN FOR YOU TO HAVE ONE IN EGYPT!

Following is a brief resume regarding Emerson Carpenter, Supervising Inspector at the Houston, Texas, GSDO:

Emerson Carpenter was born and brought up in Massachusetts. He attended Northeastern University in Boston for three years, majoring in Electrical Engineering.

He entered Brooks Field as a Flying Cadet in the Army Air Corps on July 1, 1927, after a few earlier flights in Jennys with the Massachusetts National Guard. Out of a starting group of 99, there were 15 who graduated to Kelly Field eight months later.

His civilian flying career began with the Boston Airport Corporation. The field used consisted of two short cinder runways and a hangar. There were airplanes to wash, ox valves to grind and rebuilding Travel Airs after they had been dunked in the harbor without benefit of floats. Two of these planes were his. Flight instruction at $30.00 an hour helped to keep the company in business.

Later in 1928 he moved to Hartford, Conn. and became associated with the L&H Aircraft Company where he and several ex-Gates Flying Circus boys barnstormed all through the New England states.

He was married in 1929. During the early "Thirties" (because of the high price of food - $5.00 per week and rent-$15.00 per month,and other necessary items similarly priced), it became necessary to supplement the income with more legitimate side lines such as working in a filling station and being a "stock dispenser" in the Warren Telechron Electric Clock Company. Weekends were spent giving flight instruction at local airports.

The "financial status" improved and doubled during the next few years until joining CAA in September of 1939.

"Carp's" first assignment as an Associate Aeronautical Inspector was in California. He later was detailed to the CPT Program in the Field and Regional Office, then assigned to Washington as Chief of the Flight Section and later to the Operations Division. When the CPT-WTS Program was completed, he was transferred to RFC as "Keeper of Surplus Airplanes" at Tucson, Arizona, after which he came back to CAA in April of 1947.

Various transfers then took him to Tulsa, Oklahoma, West Texas (Big Spring and Midland) for a little over eight years, then to his present position as Supervising Inspector in Houston, Texas.

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## FOUR A's, THREE B's AND TWO C's

FOUR A's

Approach - Are you a machine or can you inject individualism into your approach.

Aims - Shoot high - maintain moral integrity. Don't be satisfied with average performance.

Achievement - Is it enough to dismiss the problem with the statement "I only did what the law or regulation tells me to do?" May I suggest that equity and justice be a part of each one's achievement.

Attitude - The attitude toward each other, the attitude toward any individual. "His problems are the largest ones about which he knows." Loyalty to superior and subordinates.

THREE B's

Being Hospitable - The public is entitled, as taxpayers, to this from us, as public servants.

Being Enthusiastic - Face your responsibilities with enthusiasm - don't get in a rut.

Being Proud of what you are doing. If you're not proud of what you're doing, you shouldn't be doing it.

TWO C's

Confidence - Have confidence in yourself and in what you're doing.

Concern - Being concerned about keeping your job. Don't feel that you can't be fired. If you feel you can't be fired, you should be fired.

— Lt. Governor George Nigh of Oklahoma

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## READING IMPROVEMENT

The second class in the Reading Improvement Course was graduated on July 24, 1959. The course, offered by the Proficiency Development Branch, is designed to increase reading speed and efficiency. Employees who have completed the course to date have made an average gain in reading rate of 174 words per minute with only a negligible loss in comprehension. One employee doubled his rate while gaining 15% in comprehension. Another employee, with above average reading rate at the beginning of the course, increased from 414 words per minute to 653 words per minute with a 20% increase in comprehension. Average end of course reading rate was 471 words per minute with 71% comprehension.

At present, the Reading Improvement Course can accommodate only six employees per class. Plans are being made, however, to develop another course in which more employees can receive this training.

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## JOHNSTON-NEUBERGER HEALTH PLAN
(News Item Dated July 21, 1959)

The Senate has passed the JOHNSTON-NEUBERGER Health Plan Bill for an impressive vote of 81 to 4. The House committee hearings will start today. Senator Neuberger (D - Ore) said the prompt House hearings "augurs well" for early approval of the bill. The Senate

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Training means learning the rules. Experience means learning the exceptions.

made no changes in the bill. In fact, none were formerly offered. Generally, the measure provides a 50-50 sharing of cost between the employee and the Federal Government. The average employee could choose between a health package offered between Blue Cross-Blue Shield or commercial insurance firms, and his maximum cost would be $1.75 or $4.25 every two weeks depending on whether he was single or married. Senator Johnston (D - SC) said the charges were adequate to finance half the cost of the health program. Senator Monroney (D - Okla) said the benefits of the bill will exceed any pay raise we could have voted. With Congressional approval of the bill predicted, the big question now is: "Will the President approve the bill when it gets to him?"

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YOUR JOB DESCRIPTION AND YOU

Have you ever wondered how your job description was developed and the responsibility that you and your supervisor have relative to it?

First of all, management determines and justifies that there is a need for a position. The supervisor determines what duties he needs performed and identifies and describes them in the form of a "position description." He may or may not discuss it with a Position Classifier. The supervisor may decide he needs the help of a Classifier to isolate important elements of the position to determine the grade level or to discuss the possible grade level. The Classifier is available to help supervisors in firming up the duties to be performed and describing them for classification purposes. When the position is formally described and approved by a Division Chief, the title, series, and grade are formally assigned and approved by the Personnel Office. The approvals are shown on the position description; a copy of which is furnished or made available to the employee assigned to perform the work.

Now the job has been established and classified and you are assigned to perform the duties described. It is a joint responsibility for you and your supervisor to assure that the description is kept reasonably current with changes that occur in the duties assigned and performed. When significant changes occur, a new description should be submitted for classification action.

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COMPLETED STAFF WORK*

How To Do It

Study of a problem and presentation of its solution in such form that only approval or disapproval of the completed action is required.

1. Work out all details completely.
2. Consult other staff officers.
3. Study, write, restudy, rewrite.
4. Present a single, coordinated proposed action. Do not equivocate.
5. Advise the chief what to do. Do not ask him.

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There's never enough time to do the job right, but there's always enough time to do it over.

If you were the chief, would YOU sign the paper you have prepared and thus stake professional reputation on its being right? If not, take it back and work it over; it is not yet completed staff work.

How To Get It

Assignment of a problem and a request for a solution in such a way that completed staff work is readily possible.

1. Know the problem.

2. Make one individual responsible to you for the solution.

3. State the problem to him clearly, precisely; explain reasons, background; limit the area to be studied.

4. Give the individual the advantage of your knowledge and experience in this problem.

5. Set a time limit; or request assignee to estimate completion date.

6. Ensure him that you are available for discussion as work progresses.

If you were the subordinate would YOU consider the guidance, given at the time the assignment is made and as the directed work progresses, to be adequate for readily completed staff work? Adequate guidance eliminates wasted effort, makes for completed staff work.

*Army Information Digest.

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BUDGET AND FINANCE

## HOW YOUR PAY CHECK IS PROCESSED OR HANDLED

Have you ever stopped to think what goes on behind the scenes when someone hands your pay check to you? It's just a piece of paper with your name, and a few dates and numbers, and it is printed on a Treasury Department Form, with a facsimile signature. Seems as if we could be paid a few days earlier!

With this thought in mind, we recently visited the Payroll Section, timing our visit to arrive on Monday prior to the end of the pay period. Mrs. Ruth Altfather, Chief of the Regional Payroll Section, permitted us to observe the operations of one payroll block of about 700 employees. A payroll block is a group of pay records maintained for a group of employees by teams of two payroll clerks to each block.

The operation begins with the block having an inventory normal. The inventory is the total of the pay of all employees on the block if everyone is present every day, works no extra hours, and takes off only if he has approved leave to cover his absence. Much to our surprise, we found that over ten percent of the employees in this one block had a change of one sort or the other that affected the inventory. There were promotions, changes to lower grades, reassignments to other blocks, separations, new appointments, bond changes, tax changes, arrivals and departures from areas where overseas differential is allowed, assignments or changes in quarters, changes from Social Security to Civil Service Retirement, and many others too numerous to mention. Altogether, we counted twenty-three types of action that might occur which would change the payroll inventory. The payroll clerk is required to review each action to make sure that all provisions of law, departmental procedure and regulations, Comptroller General Decisions, and Regional policy and instructions have been met. All actions that affect an employee's pay status are posted to his individual earnings record, a payroll card that is maintained for each employee reflecting all payments made during a calendar year.

After the earnings record is posted, the payroll change slip is typed. The Change Slip is a manifold form, original and four copies, prepared for distribution to the employee, the Disbursing Officer, and the Regional mail room. The payroll inventory is adjusted by adding the entries on the change slips and increasing or decreasing the normal.

To arrive at a figure for the total for the current period, the inventory is adjusted by subtracting the previous normal pay and adding the amount being paid for the current period.

These actions were all completed by Friday, the last day of the pay period, and we thought our point had been proven. Most of the work was done and surely the checks could be issued at an earlier date. All the changes had been sent to the

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Nothing is sure in this life, but the surest things seem to be the expenses we hadn't counted on.

Disbursing Officer and he should have the checks all ready.

We found out on the following week that we had seen only the preliminary ground work. Bright and early Monday morning the time and attendance reports started coming in, and we found that approximately 80 percent of the employees had overtime or shift differential that had to be computed and posted to the earnings record, and the net pay posted to a check list for the Disbursing Officer to issue checks from. The process of reviewing 700 time and attendance reports entailed more time-consuming work than we could ever have imagined. Hours of work and absence were verified, authorization for overtime checked, and verification was consummated for the propriety of certification, pay period number and date.

We found that in the payroll section everything is done with an eye toward a deadline. Meeting deadlines is the rule rather than the exception. There is a deadline for receipt of documents, for forwarding all change slips to the Disbursing Officer, and, of course, a deadline for getting the check list to the Disbursing Officer. But these deadlines are always met and we look forward confidently to receiving our checks in the right amount and on time.

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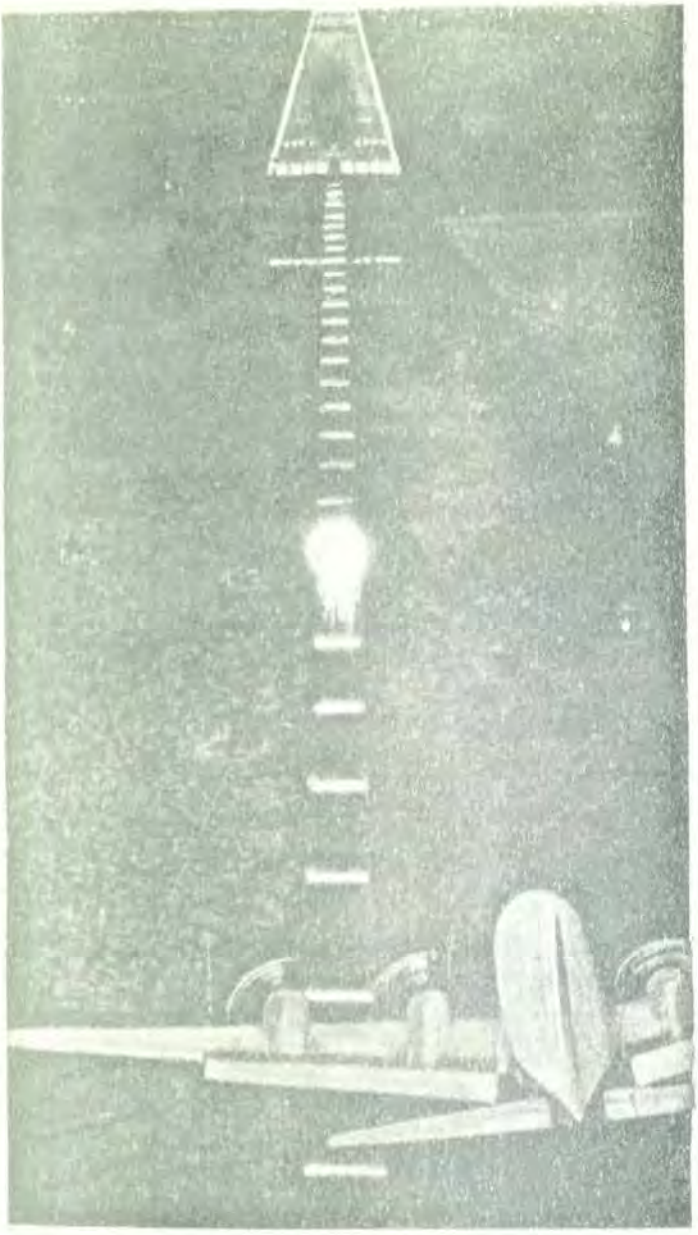
JUST IMAGINE WHAT IT COULD BE IF WE TOLD THE REGIONS TO BUY THEIR ELECTRONICS FROM PLACES THAT GIVE GREEN STAMPS!
BUDGET AND FINANCE OFFICE

# THE NEW ATLANTA AIR ROUTE TRAFFIC CONTROL CENTER

Georgia Congressman John J. Flynt speaks at the Jan. 30, 1959 cornerstone laying ceremonies of the new Atlanta Air Route Traffic Control Center being built at Hampton, Georgia. Shown left to right are W.E. Peterson, ANF Chief; Michael Haile, General Service Chief; Paul Boatman, ATC Chief; Hampton Mayor Glenn Mitchell; and Congressman Flynt.

The "Center" looked like this the day the Georgia granite cornerstone was laid.

Today the new center building is 75% complete and installation of electronic equipment is scheduled to begin in late fall.



## SEQUENCE FLASHING LIGHTS

Aircraft landings at night and in bad weather are much safer with the FAA's Sequence Flashing Light System on the approach end of an airport's instrument runway.

Popularly called the "flaming arrow", this series of lights extends out 3000 feet from the end of the instrument runway. The lights, which flash on and off in sequence, give the effect of a giant lighted arrow that points to the exact centerline of the runway.

This new lighting system, along with the FAA Approach Lighting System, enables pilots to locate the approach end of the runway and safely land their aircraft at night and in bad weather when visibility is limited to only a fraction of a mile and the ceiling to only 200 feet.

THE FOUR MUSKETEERS

There are probably a good many friends in the Second Region who will be interested to know that Irene D. Kulan is back with the FAA having recently been reinstated as Clerk-Stenographer in ATFO #18, Charleston, S. C. Irene, along with Misses Bowey, Barry, and Kanapaux, who were known as the "Four Musketeers", originally entered on duty when the airways were pioneered in this Region, under the Lighthouse Service.

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CLEVEREST BIRTHDAY PARTY OF THE DAY

On the day of Clive Blevins' birthday, Lois Buckmaster baked him a cake complete with 52 candles. To his surprise he received a 'phone call to rush to his office on the pretext that there was a fire. 52 candles do make quite a blaze!

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NEW BABY DEPARTMENT

R. C. Ryman of the Navaids Section of Maintenance Engineering Branch is passing out cigars and candy due to the arrival of his new son, Freddie Robert Ryman, age 10 mos. The "Adopted Parents" are all smiles these days.

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NEW JOB

Frank D. Scott can now be found in the ANF Division Office. He is the new Division Administrative Assistant. NEW BABY! Just before going to press the news came in that F. D. Scott is Papa again with a new baby girl. Congratulations Scotty!

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Bonnie Buckingham, our ANFD Reporter, is at home recuperating from surgery. Hope you'll be back soon, Bonnie!

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Trying to keep a good man down is about as hard as trying to keep a good-for-nothing one up.

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NEW FACILITY - BLDG. 3 & ANNEX'S

The Plant Engineering Branch recently issued the following notice to all ladies in the above locations: "It is requested that a NOTAM be issued for the commissioning of the 'hair spray' room in Bldg. 3 on August 7, 1959. The coordinates are Lat. 32° 49' 21", Long. 97° 20' 23". The operations will be normal for this type facility, i.e., continuous and appropriately identified by a sign on the door marked 'LADIES'."

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POET DISCOVERED IN ANFD

One of the Supervisory Electronic Installation Technicians in the Electronic Engineering Branch sent in the following poem:

"We are the men in installation,
traveling to & fro is our occupation.

When we arrive we hope we can stay,
in one place for just a few days.

Constructing facilities and requesting inspections,
We almost have no time even for elections.

There was a time when we hauled gear and family,
Packed in our government sedan deliveries.

Then out came a letter, that was new,
it said, 'Don't stick your junk where it is in view.'

So now my sedan delivery looks nice and glossy,
As I look back down the road for kids, junk, and Flossy.

Now we have finished our job at this destination,
And away we go again for Federal Aviation.

But, as we travel along throughout the Region,
We realize there is always a very good reason." ---"GGD"

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Lota Chapman, Procurement Clerk, was united in matrimony with Peter Anderson, Engineer in the Plant Engineering Branch on Tuesday evening, August 4. Pete and Lota's many friends at Regional Headquarters wish them many years of happiness.

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Allen Eldridge, Warehouseman in the Property Management Branch, received a severe injury to his leg in a motor scooter collision on Sunday, August 2. Allen is in the Carswell Air Force Base Hospital. Reports are that it may be several weeks before he is able to walk again. Allen's riding companion, Wanice Hancock, suffered the loss of a foot in the collision. Wanice formerly worked in the FAA Snack Bar.

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The lamination of credential and identification cards by the Special Services Branch is now showing considerable increase in quality and a decrease in the time required to perform the operation. A new Virginia Laminator has been placed in operation and will laminate cards of various sizes at the rate of about one second per card. Prior to using this equipment, it required from three to four minutes to laminate one card with the facilities then in use.

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Ruth Clark, Secretary to the Chief, Procurement Branch, has accepted a transfer to Carswell Air Force Base. This transfer will be a promotion for Ruth.

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The Region is now receiving some seventy-seven 1959 model Ford V-8 Sedan deliveries which will be assigned to Maintenance field offices.

These vehicles are station wagon type with two piece rear doors. The interiors are finished in powder blue, very pleasing to the eye.

The Airports Division has been asked to present a brief explanation of the runway numbering system for the benefit of those not familiar with its use - who wonder what is meant by Runway "3-21", "17L-35R", etc.

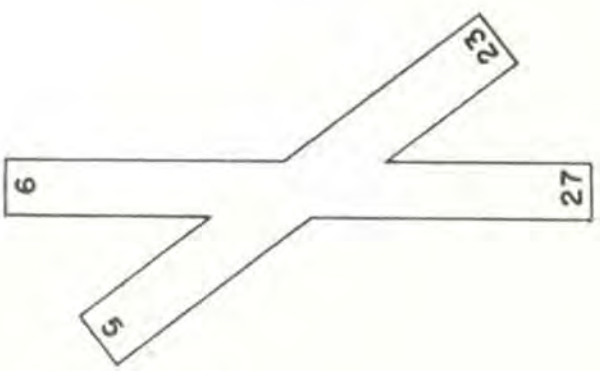
First, imagine the dial of a clock graduated into 36 hours rather than 12, with the number 36 at the top. This corresponds to a compass rose with north or 36 (360°) at 12:00 O'Clock; east or 9 (90°) at 3:00 O'Clock; south or 18 (180°) at 6:00 O'Clock; and west or 27 (270°) at 9:00 O'Clock.

Then, imagine that the clock has only one hand, pivoted in the middle and extending across the face of the dial with points at both ends. Thus as the hand rotates the points are always 180° apart. By interpolating to the nearest 10° and dropping the zero for brevity, 180° becomes 18, 360° becomes 36, etc.

Hence, by considering that the runway alignment is along the straight line of the clock hand, we are able to rotate the hand to match the known compass bearing of the runway and read the numbers at each end. For example, an east/west runway alignment would be numbered 9-27, and an approaching pilot receiving landing instructions by radio to use Runway 9 would immediately have a mental picture of his landing from west to east on an E/W runway. It will be noted from the sketch that the numbers are interchanged to indicate the landing direction on the approach end of the runway, which coincides with the compass heading of an aircraft on final approach.

The letters "L" and "R", as in Runway 17L-35R, merely denote that the airport has parallel runways, and distinguish between the two by indicating "L" for Left and "R" for Right on the approach ends.

It is recalled that this runway numbering system was originated by the late Russ Delaney about 1940 in the old 5th Region at Kansas City. The Airports Division at that time prepared the narrative explanation and drawings which resulted in its formal adoption.



LEGAL DEPARTMENT

Come September 4th, it will be "back to college" for La Verne Nichols, who has been helping out in the Legal Department this summer. This is the second summer for La Verne as secretary in Legal, and in the summer of 1957, she worked in Air Traffic Control.

La Verne has received a Junior College certificate from Southwestern Bible Institute in Waxahachie and now plans on completing her degree at North Texas State Teachers College in Denton, with a major in Elementary Education and a minor in Business Music.

We'll be looking forward to having you back next summer, La Verne!

Some people have wondered what a "typical" example would be of the manufacturers or modifiers in our region. The answer is simple, none of them are typical. Each has its own individual characteristics.

To mention them all would be impossible in any one issue of the Scanner. We'll just do the best we can and cover them all eventually. In the meantime, no partiality is intended and we hope no one feels slighted.

Howard Aero, Inc., in San Antonio, Texas, for example, has a very diversified activity. They cover the field from overhaul of engines, propellers and airframes to major redesigns.

They have modified the Lockheed 18 and PV-1 family of aircraft in every way they could think of that would possibly improve the performance, appearance and utility of them as business and executive type aircraft.

They have lengthened the fuselage, added boosts to the control systems, installed heaters, redesigned nacelles, changed fuel system arrangement, installed picture windows, special seating arrangements and couches for the "tired business man".

A deal they have cooking now is a pressurized cabin for the PV-1 type airplanes. This will allow the operators to go to higher altitudes with comfort and gain a little extra performance with the engines and propellers that they are proposing to use with this new project. It will also have appropriate fire control systems, oxygen and electrical systems to go along with the more sophisticated design approach which is being taken by Howard Aero, Inc.

They and other similar operators have added many years of useful life to executive aircraft of these types which are out of production.

Our division personnel are glad to work closely with such organizations to assure the aircraft owners - and the insurance companies - that the level of airworthiness does not deteriorate.

Vacation time for some of the luckier people finds Olene Saunders wetting her line at the Coast for 14 days - air-conditioned cottage and a hope of catching a few "bigguns." We are looking forward to the proof of the big ones.

Laverne Faubion is spending her vacation at the Moulin Rouge Hotel in Las Vegas. Don't complain about being broke when you get back - you were warned about gambling!

Our sympathy goes out to Anelle in San Juan. Recently her purse was stolen with all her credentials, glasses, $150.00, her mother's watch, 2 cameos which she had just purchased, not to mention drivers license, and the usual girl stuff. Kind of "ruff" to suddenly realize you don't even have a cigarette. All contributions gladly accepted!

We reported last month that Anelle was coming to the States for vacation, but instead she had company from the States and took quite a tour down the islands on Pan American with stops in St. Croix, Antigua, Guadeloupe, Martinique, Barbados to Trinidad, then back to San Juan by BWIA Viscount. Barbados is her choice of them all - a very clean colorful island with beautiful white beaches.

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REPORTS! Quarterly, Monthly, Weekly, Yearly - Special, Emergency, etc. But--of all the very prettiest received lately was the Miami Work Program. It was received with a big pink bow done up in two green binders and is truly a work of art. Most of the time our work goes unnoticed and unappreciated, but these work programs truly reveal the work and special efforts that the girls and the men put forth to make our work outstanding.

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Wonder how confusing this would be to people who haven't heard of our near-miss program: C-130 and AF Blueberry 16 mi. West of Crabapple Intersection; Rainmaker DC-6, Mudhen B-47, V24270 Neptune over Snapper Intersection; Eyelash BNZ AF 53607 and Unknown T-33 near Pineapple Intersection; Smoker B-47 and ANG Sparerib near Turtle Intersection. And then, we have B-47 Turmoil and Beechcraft 18 Cowbell in the area of Lobster Intersection.

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### Good While it Lasts

The boss called the new stenographer into his office. "Miss Gann," he said, "you are the best looking girl we ever had working in this office."

A pleased look came into the girl's eyes.

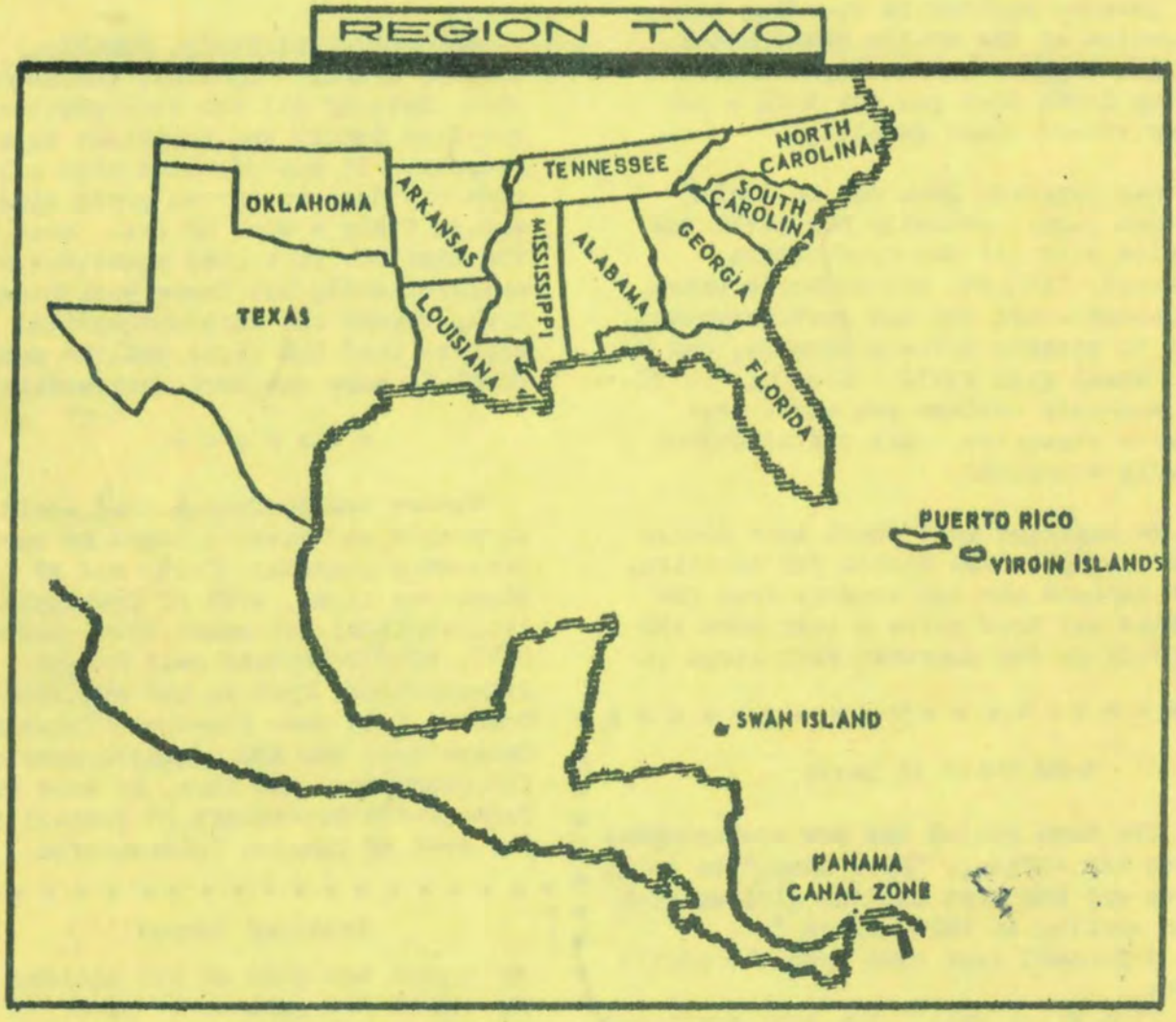
"You dress well," the boss continued, "you have a nice voice, you make a good impression on the public, and your deportment is fine."

"Oh, thank you," she said, "your compliments are very pleasing."

"Enjoy them to the fullest," returned the boss, "because we are now going to discuss your spelling, punctuation, and typing."

### Vacation Lament

My typist has gone on hir holiday
My typist has gohn on a spree,
Mx typish hap gone oh hyr haliduy
A gring bacq mu hypist to me.
Bling bac% oK string back
Oh Bynk b4ck mu typisth to mi,
tu mo,
Btung bicq ocsling 8ack
Ah Blynch Ba!! K my t½pys to m¼
Odaern!


REGION TWO
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NORTH CAROLINA
SOUTH CAROLINA
OKLAHOMA
ARKANSAS
MISSISSIPPI
ALABAMA
GEORGIA
TEXAS
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VIRGIN ISLANDS
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PANAMA CANAL ZONE